

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

Richert Memorial Preview



September 6, 2012 Vol. 16, No. 10

Inside...



Summer Thunder at Raceway Park



Talkin' Racin'



Two Titles for Larson at Cedar Lake Speedway



9/21-9/22, 2012



JOIN US IN CELEBRATING THE LIFE AND TIMES OF DAN RYAN

Friday, Sept. 21 and Saturday Sept. 22, 2012

See The Best Cars, Drivers, and Crews In The Upper Midwest Competing In 5 Premier Divisions Featuring ASA Midwest Tour, Big 8 All Stars, Thunder Cars/Hobby Stocks, Mid-Am Stockcars, and The Midwest Super Trucks!

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Time Trials All Divisions: 6:00
Racing Starts: 7:00

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Racing Starts: 7:00

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50 Lap Mid-Am Stockcar Feature
50 Lap 10th Annual Thunder Car Nationals
58 Lap Big 8 All Star Race
125 Lap ASA "Thunderstruck 93" Event

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2011 "Thunderstruck 93" Winner Dan Fredrickson



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THUNDERSTRUCK 93

IN MEMORY OF DAN RYAN

Thunderstruck 93 is dedicated to the life and memory of Dan Ryan. Thunderstruck 93 exists to celebrate Dan's life lived to the fullest despite his battle with ALS. The will to compete, to give your all despite the odds, and the faith to put his life in the hands of God exemplify the respect and dignity of Dan. His values of hard and honest work, love of family and friends, honor for country and what it represents, come together in this one special event to honor a man who lived and loved with all he had. Thunderstruck 93 will bring out the best in all who participate as a fitting memory to a man who every day of his life gave the best he had. Life "is what it is" and Dan wouldn't have wanted it any other way.



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Carver, MN
2009 CHAMPION



DAN FREDERICKSON
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2010 & 2011 CHAMPION



"Thunderstruck 93 is the highlight of our racing season. We all come together to race hard, celebrate Dan Ryan's life and raise money to find a cure for ALS. I've won a lot of races during my career, but there's definitely none more special than winning the Thunderstruck 93."

WHAT IS ALS?

Baseball Hall of Famer Lou Gehrig first brought national and international attention to the disease in 1939 when he abruptly retired from baseball after being diagnosed with ALS. Amyotrophic Lateral Sclerosis (ALS) is a motor neuron disease first described in 1869 by the French neurologist Jean-Martin Charcot. Although the cause of ALS is not completely understood, the last decade has brought a wealth of new scientific understanding about the disease that provides hope for the future. All Thunderstruck 93 proceeds benefit the fight against ALS!



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Publisher's Note

Racing According to Plan



Dan Plan

Well, it is that time of year once again. The time of the year when the leaves start to change, and the end of the racing season is about a month away. Local Modified driver, Shawn Kelley, once described this part of the season to me as "The Month of Money". I'm not sure if Shawn was the person that invented this phrase, but it was a perfect phrase to describe this part of the racing season.

At this point in the year, most tracks have wrapped up their point championships, or will wrap them up in the coming weeks. That typically means tracks throughout the upper-Midwest will host special events on the remaining weekends, with a few extra dollars in the purse. The special events season (or the Month of Money) is one we look forward to each year.

These events allow fans the opportunity to see drivers at their local tracks that they might not see on a regular race weekend. The regular drivers from your local track might pick things up a notch, as they try to defend their home turf, no longer have to worry about points, and hope to make some extra money over the course of the weekend.

The special events season also typically means overnight stays at the track, without having to worry

The Month of Money

about air conditioning. At least the hope is we don't have to worry about air conditioning. With the overnight stays, there are more opportunities to meet new groups of people and just have a good time. Sometimes it's not all about the on-track activities, but all of the events that take place on a race weekend that make the event successful for me. Even if the racing is just OK, you'll usually end up with stories that will last a life time. This truly is a great time of year for all fans of short track racing.

Miscellaneous News and Notes

While it is often easy to point out what a driver has done wrong, we want to take this opportunity to point out what a driver did right. A few weeks ago, during the Hobby Stock feature at Raceway Park, Tina Davis (or the Lady from Rosemount) spun during the early laps of the race. There was contact from behind by another driver, but the other driver got into Tina's car after she had already started to spin. During the caution, both cars were instructed to go to the back of the field, per the contact rule. Tina went out of her way to tell flagman Adam Seurer that the other driver (Mark Hawes) was not at fault for her spin. I've read articles of other tracks that have put in a place a rule like this to allow drivers to take sole responsibility for a crash/spin, but have never actually seen it used. This was quite a nice move by Tina to make sure Mr. Hawes was given his spot back in the race.

This issue is our final print issue of the 2012 racing season. Make sure to check out our website (www.theracingconnection.com) weekly for our new photo of the week. We will also have monthly on-line versions of the paper through the off-season.



Martin DeFries photo

The Midwest

RACING *Connection*

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Special Event!

Saturday, September 22

3rd Annual Motorized Mayhem Purple & Green Auto Bash, Two Car Chain Race, Mini Stocks, Fan Grocery Cart Race, Figure 8 Race, (4&8) Flagpole Features, School Bus Stunt, WILD N CRAZY FIGURE 8 Trailer Race
2PM

Sunday, September 9

NASCAR Event* presented by USG
6 PM

Friday, September 14

Friday Night Destruction Presented by Wrecker Service Figure 8's, Flagpole Race, Mini Stocks, Legends, Bandeleros, Flyers plus Dukes Jump & School Bus Figure 8 Race!
7 PM

Upcoming events



Sunday, September 16

NASCAR Event* SEASON CHAMPIONSHIP
6 PM

Saturday, September 22

3rd Annual Motorized Mayhem Purple & Green Auto Bash, Two Car Chain Race, Mini Stocks, Fan Grocery Cart Race, Figure 8 Race, (4&8) Flagpole Features, School Bus Stunt, WILD N CRAZY FIGURE 8 Trailer Race
2PM

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Auto Racing Facts, Observances and Opinions



Dale P. Danielski

So now it's down to one. There is just one more race program for Shawn Pfaff and Todd Korish to decide who is the 2012 NASCAR Late Model Champion at La Crosse Fairgrounds Speedway, West Salem, WI. I list Pfaff's name first here as he is now after nearly the whole season of racing, the new point leader in the division having edged in front by two points over Korish after racing at the track Saturday, September 1. A better qualifying effort, and placing higher than Korish in the Dash/Heat race, along with the Feature have allowed Pfaff to erase a 10 point deficit and turn it into a lead heading into the Season finale October 4th as part of the Annual Oktoberfest Racing weekend.

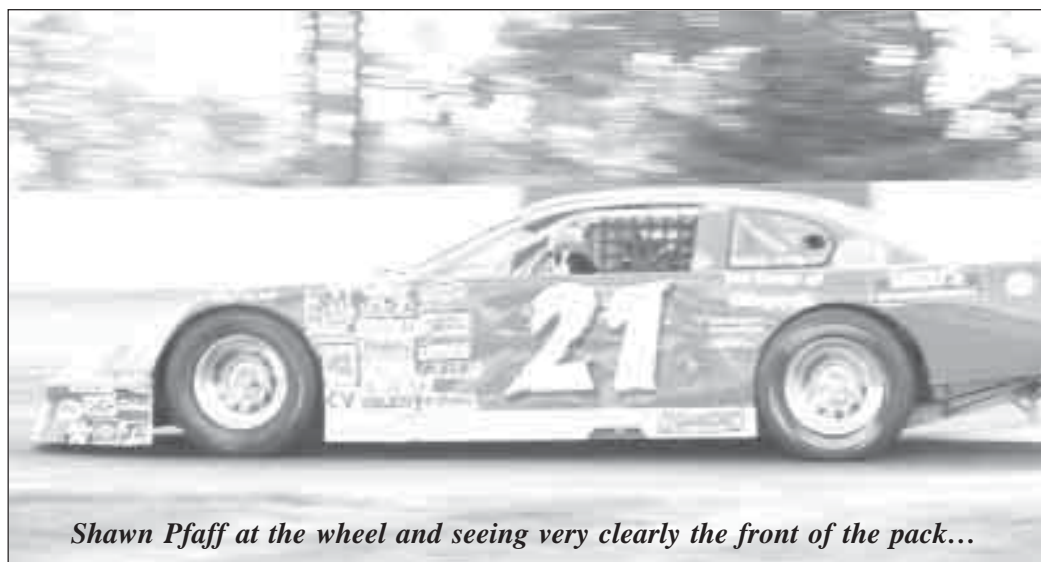
After a full year of racing it comes down to the two dueling it out which is the way it should be. Brent Kirchner has a remote shot at the title in 3rd spot but realistically it will be the two battling for the Championship. Pfaff is going for his

3rd title while Korish is searching for his first. Of course accusations are flying that Kevin Nuttleman returning to the driver's seat in a team Pfaff car served as a "pick" in the feature, slowing at the start of the event which allowed a clear path for Pfaff to quickly maneuver into 3rd place. Pfaff would eventually place 2nd while Korish ended up 5th which has provided the difference in the points battle and consequently some very colorful discussion. That's all the more reason for fans to come out in October to catch the final. There may be sparks, there may be some bent metal and there more than likely will be fireworks before a Champion is crowned!

OK, so NASCAR gave it some thought for their top tier divisions awhile back. Formula 1 does it when they have to, but overall what group's race in the rain?

La Crosse Fairgrounds Speedway on August 25th got half or so of their show in before rain hit the speedway. With rain continuing to fall and little chance of getting the show in with dry conditions the question was posed to the Hornet drivers. "Would you race in the rain?" Most with big smiles on their faces answered "Yes!" And so they did. Kaleb Miller slipped and slid to the Feature win in the first 15 lapper while Davey Pennel blew away the field in the 2nd main for the little cars. Pennel even appeared faster racing in the wet than dry as he scorched the field coming from last position to win! I guess when you think about it these cars aren't that ill equipped to race when wet as they all have a street type treaded tire. It works on the street and now we know can work on the race track as well!

Here and there...Shawn Pfaff had a banner night at La Crosse Fairgrounds Speedway Sept. 1. Besides taking over



Shawn Pfaff at the wheel and seeing very clearly the front of the pack...

the points lead he also won the special showdown match race competition for NASCAR Late Models. Two drivers, Todd Korish and Brent Kirchner scheduled for that competition didn't even make a lap as they suffered through some "issues" and pulled into the pit area...Almost lost in all the points chasing hoopla was past Champion J. Herbst winning his 4th Feature race of 2012. That leads all drivers at La Crosse Fairgrounds...Brandon Berg who is driving a backup car for Jerimy Wagner captured a heat race win this past Saturday night at the track. Berg is scheduled to shoot for NASCAR Late Model Rookie of the Year honors in 2013...Speaking of Rookies, Johnny Olson has already wrapped up that honor for 2012...You certainly don't want to miss the ASA Midwest Tour event coming up Sept 13-14 at the Iowa Speedway of Newton, Iowa. This event is a must see every year as both drivers and fans get to experience the thrill of racing on a Super speedway here in the Midwest. 140 mph average speeds with the cars doing 170 or so on the straights would give anyone a thrill!

Looking back on Tuesday, August 24th 1971 at La Crosse Interstate Speedway a special 100 lap Feature event was held, The Old Style Cup, with Tom Reffner taking the win. Jim Sauter, Dick Trickle, Jim Back, Rich Somers, Pete Mahlum, Jim Olson, Lyle Nabbeheldt and Larry Detjens followed in that order. The Semi-Feature went to Tom Jenson followed by Don Grant and Buddy Schroeder. Consolation race honors went to Dave Veglahn followed by Lad Huber and Bob Gavin. The Fast Dash went to Jim Back. Back to Friday racing on August 27th it was Marv Marzofka back in victory lane in the Feature followed by Jim Sauter and Larry Behrens. Semi-Feature honors went to Buck Linhart with the Consolation victor Ron Backburg. Heat race winners were Ron Sanders, Linhart and Don Grant. The fast Dash was won by Marzofka. It was the Pepsi Cup Season Championship held on September 3rd capped off with a 50 lap Feature. Marv Marzofka was the victor followed by Jim Sauter and Jim Back. Buck Linhart was the Semi-Feature winner with the Consolation going to Ron Backburg. Heat race winners were Denny Sobkowiak, John Scott and Sauter. The 5 Lap Dash went to Don James. Jim Sauter was crowned 1971 season champion in the late model division nosing out Marv Marzofka by just 7 points, 1523-1516. Oktoberfest Racing weekend was the final event at the track for 1971 with a two day show scheduled. Day one on Saturday night Oct. 2nd found preliminary qualifying events held leading up to the big 200 lap Oktoberfest finale. Mike Murgic, Tom Reffner and Greg Delapp took those

Racing Observations continued on page 16

Dale's Pictures from the past



Don Leach came up from Illinois frequently to race in Wisconsin. He raced this Chevelle in 1972. Dick Grave #45 was another Minnesota driver that raced often in Wisconsin. He raced this Chevy Nova in 1973

The Inside Dirt



Stan Meissner

The Saint Croix Valley Raceway held their final Thunder in the Valley event of the season on Friday August 24. Thunder in the Valley was the designation given to five open wheel dates scattered throughout the season. The first such event scheduled for May 11 was postponed due to improvements being pushed back on account of spring rains. The track kicked off its first full season the following week on May 18 and hosted several noteworthy events throughout the year. I especially enjoyed the Open Wheel Nationals/Kouba Memorial on June 29, the IRA Outlaw Sprints on July 27 and the Back to School Crash-Tastic-Smash-O-Rama that I attended as a spectator with my grandsons Owen and Asa.

The August 24 version of Thunder in the Valley was the final appearance of the UMSS winged Sprints at the Saint Croix Valley Raceway this season. Scotty Thiel made the long tow from Sheboygan, WI, on a trip he billed as his "western tour" racing with the UMSS at Saint Croix Valley on Friday August 24 and Rice Lake the following night. Thiel demonstrated why he's currently third in MSA points by demolishing the UMSS field and sweeping both nights. GRP Motorsports sweetened the bounty on Pure Stock driver Jason Havel, driver of the red and white #5, to \$200. Harvel accepted the challenge and charged from the rear of the field to pick up his eleventh SCVR Pure Stock Feature of the season. Havel has made it his routine whenever he

wins a Feature to stop his car on the front stretch and pass out candy to the kids in the grandstand. After the candy distribution is complete Jason gives his trophy to a lucky youngster and allows some of the children to pose with him for victory lane photos. Jason Havel's attention to the youngsters brings back fond memories of Sprint Car driver Matt Spies at the Jackson Speedway. I remember commenting on how thrilled the kids were to pose with Spies and I see Harvel making young fans via that same method a decade later.

By the time you read this there will be two nights of racing remaining on the Saint Croix Valley Raceway schedule. If I was pressed to give SCVR a grade for the season I'd have to pass but I will make a few observations. A lot of hard work and promotion has gone into improving the image of SCVR and I believe that progress has been made in that regard. SCVR has several intangibles that, in my honest opinion, are holding it back from reaching its full potential. The first as they say in real estate is location, location, location. There are no Interstate highways in close proximity to the track; most of the trip for Minnesotans like myself involves over thirty miles of two lane blacktop. I live in Forest Lake and some Fridays are a struggle after 5:30 pm but I can generally arrive before start time. Residents of the west Metro like Chris Graf who tows his UMSS winged Sprint out of Glencoe says that he has to take Friday afternoon off in order to get his rig to SCVR. Travel isn't so much of an issue for Pure Stocks and Future Fours that are generally coming a shorter distance but some of the Sprint and Midwest Modified teams face the challenge of Friday night traffic. In addition to location night of operation is a factor that goes hand in hand with location. People might be more inclined to race or spectate at SCVR on a Saturday night but that night is already taken by three nearby tracks and not likely to open up anytime soon. Challenges aside the Saint Croix Valley Raceway is making steady progress and will be a frequent destination for me in the coming years. If you want to check out the Saint Croix Valley Raceway and the UMSS Traditional Sprint Cars you will have a perfect opportunity on Friday September 21 and Saturday September 22. For those of you who might balk at the Friday night traffic Saturday the 22nd will be a great opportunity to see the non-wing cars. Trust me, it's some of the most exciting dirt track racing this side of Indiana.

It's that time of the year again and my favorite night of racing of the entire season will arrive shortly after the release of this final MRC print issue of the season. The Jerry Richert Sr. IRA/Knoxville Sprint Car Challenge race is scheduled to take place at the Cedar Lake Speedway on Saturday September 8. I went to the Minnesota State Fair a few days prior to writing this column and my favorite stop



Stan Meissner photo

This banner has been on display over Brooke Tatnell's hauler for most of the season. Brooke is a two time winner of the Memorial race and a member of the Richert family.

on the Fairgrounds is the Heritage Square history museum. I never get enough of the racing memorabilia from days gone by and I make it a point to spend some time there every time I go to the Fair. Jerry Richert Sr. has a prominent place in the State Fair museum and it's no wonder because he had a prominent place in the history of the State Fair Speedway. Younger fans lament that we no longer have the Labor Day pavement ASA Stock Car race but my fondest memories of State Fair racing go back to the dirt track. Jerry Richert Sr. and his teammate Scratch Daniels were superstars of the dirt during the early 1960's when the entire grandstand would fill up for a mid-week show. Fans today can relate to how exciting it is when local drivers win big races against national competition and this is exactly what Jerry did in his day. In the early 1960's the Sprint Cars of that era were a stepping stone to Indy and drivers such as Parnelli Jones, A.J. Foyt and Johnny Rutherford are counted among drivers that raced on State Fair dirt so a driver could make a name for himself by winning at the Minnesota State Fair.

Jerry Richert Sr. started his career at tracks around our area racing at places like Stillwater Speedway and the Twin City Speedway. After getting some experience finding the fastest way around our local dirt ovals Richert progressed to the Sprint Cars. Jerry Richert's career accomplishments

The Inside Dirt continued on page 14

Jason Havel started the August 24 Saint Croix Valley Raceway Pure Stock Feature from the rear of the field and had a \$200 bounty on his head after winning ten Features. Havel fought his way to the front and recorded his eleventh win much to the delight of the youngsters in the grandstand. Havel parks in front of the flagstand and throws candy to the kids to celebrate his Feature wins. Jason shares his trophy with a lucky youngster each time he wins as well.



Stan Meissner photo

The Jerry Richert Sr. Memorial/IRA Knoxville 410 Challenge has always provided great racing. In this photo Joe Roe (61), Mark Toews (5t), Lynton Jeffrey (10) and Mike Kertscher (80k) go four wide at the 2004 Memorial race. Terry McCarl won his second Jerry Richert Sr. Memorial in a row on this night.



Stan Meissner photo

Going in Circles



Charlie Spry

I always enjoy talking to drivers and listening to their stories, and I thought it might be interesting to see who could remember their very first race win. Most people have won a heat race before they ever were in contention for a feature win, but after winning features, could any remember that first heat win? Those of us who have never won a feature very fondly remember our first heat race win. Columbus 151 late model racer Al Weishoff has won many features, and could not really remember his first heat win. He did remember his first feature win, however, saying, "It was in the street stocks at the Dells, and I took Denny

Bandt right up to the wall in turn four on the last lap, I was so excited to be in that position. Denny later told me that he thought, "Al must REALLY want to win this," So he backed out and I got the first win."

Jefferson late model racer Dylan Schuyler couldn't really remember his first heat win, but remembered his first feature win. "It was in the street stocks at Columbus, I won the race, but came across the scales too light. I was really disappointed at the time, but we added weight and came back the following week and I won again, and this one stood."

Central Wisconsin racer Christine Schmude has raced for the past few years in four and six cylinder cars on both paved and dirt tracks in the area, and remembers her very first win. "It was in the six cylinder Warrior class at Marshfield. I had an Olds Achieva, and I remember that I passed for the lead on the last lap, fourth turn, and the driver in front of me was busy looking in the mirror, and I moved past for the win!"

The night before writing this column I got a chance to see the joy of winning your first race in person, as in the Bandit class at Columbus, Dave Wickstrum got his first win, taking a heat race. He was so thrilled that he got down and kissed the pavement at victory lane! This is the end of his second full year of racing, and this had to be a thrill to finally get the win. "With all that we have been through with this car, all the work we've put into it, it is nice to finally see results," Said Dave.

My own very first heat race win came in June of my rookie year in the Bandit class, this was at Columbus, and I had been having problems with the car running and cutting out on me from about the second week of the season. Steve

Dobbratz and a technician from the auto dealership where he worked spent a night on it with me, and found the problem. The fuel tank had been sealed and coated, and the stuff was coming apart and clogging the filters, even though they looked OK. The very first night I had a good running car after that I ran at Columbus, and think I started second row, took the lead on about lap three, then had a mirror full of Rikki Bishofberger, who was a good strong runner, but raced very clean. Anyone else probably would have taken me around, but she stayed glued to my bumper, never touched me, and I hugged the bottom and got the win. She gave me a congratulatory "bump" after the race. On to other news and notes, on a recent Saturday night, the Jefferson speedway had 42 late models in the pit, of which 41 timed in. That is a pretty phenomenal number in this poor economy. This was for a weekly show, mind you....

With one week to go, it appears that most of the track champions for 2012 have been determined for the Columbus 151 Speedway. Don Gaserude looks to have a pretty good hold on the point lead for the late models, as Ron Bishofberger took a week off to go racing with his Son, Zeke, who is a top pilot in the sportmod class at dirt tracks throughout Wisconsin. Car owner Chris Zickert noted, "We have no problem at all finishing second to Don." It would have been tough for Bishofberger to surpass Gaserude even if he had competed each week. In the street stocks, Kevin Anderson holds a nearly 200 point advantage on Ben Hewitt. Not enough points available in a single night to overcome this lead.

Going In Circles continued on page 16

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Eilen Ready For Final Three Tour Events

Jonathan Eilen leads the point standings for the ASA Midwest Tour as the group heads in to the home stretch for the 2012 racing season. Eilen's season has consisted of five top-5 runs, eight top-10's and a win at Marshfield as we head into the tours only trip to Iowa this season. The Midwest Racing Connection caught up with Eilen as the team prepares for the final three races; Iowa Speedway, Elko Speedway and Lacrosse Speedway for Oktoberfest

Many fans may think you live the rock star life; going from track to track and just racing cars, but you still are busy working during the week. What is a typical week like for you?

Yeah, I usually start out at about three or four in the morning, and don't finish until five or six at night. We usually put on about 2,500 miles a week driving the truck. Then we have to work on every thing else.

How would you rate your year so far on a scale of 1-10?
I would say a 10 or maybe a 9.99 for sure. There have been a couple of little things that haven't gone our way or could have gone better.

You were poised to have a top-5 finish in the last race at Elko, but had a tire go down near the end. Did you run over debris, or was some other issue with the tire?

We had a flat right front with about 10 laps to go, but we turned a bad finish into a top-10 finish. It was just a hole right in the center of the tire. When we came in after the race, we had seven pounds left in the right front. I don't

know if we picked up something on the track or what. The hole in the tire was about the size of a nail. The last 10 laps, I was riding around on the frame rail.

When you first started racing, years ago, did you ever imagine you would win races at this level, and would be leading the points of a major touring series?

It was always a dream or a goal that I had wanted. It was one of those goals that you try not to set the level too high, but work each year to improve on. The year we're having, like the deal at Elko where we salvaged a bad day, things have just been clicking. The whole team is on the same page when we get to the track and we are all working together so good.

You've run well at Iowa in the past, what can we expect from this year's event?

I'm hoping to get that "W" down there. It's one of those tracks that would be so awesome to win at. It's such a big race and such a cool place. Having the Truck Series there, you get so many people in the stands. It's probably one of the coolest places when you are taking the wave lap and looking up in the stands and seeing how many people come out and support the event. The last couple of years down there, we have had good results. Last year, the steering rack ended up going bad. We had a good run going, but just couldn't capitalize on it.



Doug Hornickel photo

What are your hopes, as the final three races come up at Iowa, Elko and Lacrosse for Oktoberfest?

The biggest thing is to stay ahead of the guys that are behind me in points, or just stay close to them. We can't let them get a good jump on us. Anyone of the guys in the top four could come out with the point lead if everybody else has a bad day. We can't let the points get in our head. We just have to keep doing what we've been doing all year,

continued on page 14

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Dirty Talkin'

Kris McMartin

Jerry Richert Memorial IRA/Knoxville 410 Challenge Preview

As summer disappears and the end of the racing season rapidly approaches, there is one annual September event that is always a must attend for my family. The Jerry Richert Sr Memorial Race held at Cedar Lake Speedway has become an annual family tradition.

I am especially looking forward to our camping and racing event scheduled for September 8, 2012, as my daughter who is a member of the US Navy and stationed aboard the USS Nimitz is flying home specifically to attend, keeping this family tradition alive for yet another year. She is so honored to be a part of the opening ceremonies by singing the National Anthem and is thrilled to be back out at the track for the first time this season.



The traditional 4-wide salute by the 410 Sprints during the 2011 version of the Richert Memorial at Cedar Lake Speedway
(Vince Peterson photo)

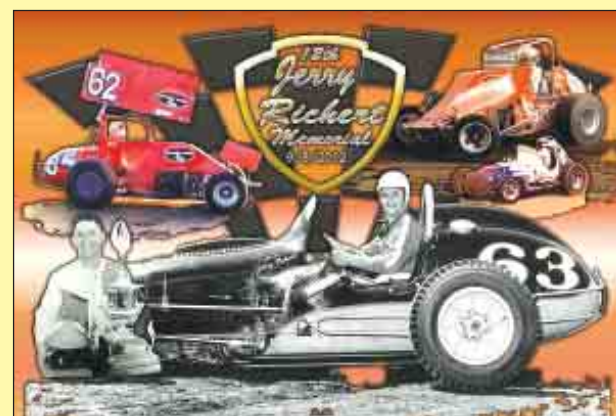
Jerry Richert Sr is said to be one of the most prolific sprint car drivers ever. Jerry began racing in 1953 at local Minnesota race tracks and logged over 100 feature wins between then and 1985 when he retired after a bad crash in South Dakota. He was inducted into the National Sprint Car Hall of Fame in 1991 and passed away in 1998 leaving his family a racing legacy.

On the ticket for this year's event is the IRA/Knoxville 410 Sprint Car Challenge, the UMSS Sprint Cars and Vintage Cars. One of the greatest aspects of this memorial race is the Richert family and the way that they embrace their fans and other drivers. The Richert family invites all

fans and drivers to their trailer after the races for free BBQ and they all take the time to tell stories and reminisce. This is a family who embraces racing and are genuinely wonderful people. Jerry Richert Jr and his brother-in-law Brooke Tatnell will both take part in the racing and my family will be in the stands rooting for them to take home that coveted trophy.

This memorial race is a must not miss, so add this date to your calendar and come out to Cedar Lake Speedway and support this event and a great family.

Jerry Richert Jr. presents the Loyal Fan Appreciation Award from the Richert family during the 2011 version of the Richert Memorial
(Stan Meissner photo)



Past Winners

2001 - Kim Mock
2002 - Don Droud, Jr.
2003 - Terry McCarl
2004 - Terry McCarl
2005 - Justin Henderson
2006 - Mike Reinke
2007 - Mike Reinke
2008 - Brooke Tatnell
2009 - Brooke Tatnell
2010 - Scott Winters
2011 - Billy Balog

THE MIDWEST RACING CONNECTION

Photo Gallery



Raceway Park Short Tracker winner Charlie Pehrson
Martin DeFries photo



Rockford Short Tracker winner Nick Cina Jr.
Jimmy Ambruoso photo



Three-wide Hornet action at Lacrosse Speedway
Mary Schill photo



Brent Larson captured the Modified and Late Model point titles at Cedar Lake
Stan Meissner photo



Golden Sands Late Model winner Mark Mackesy
Jeff Blaser photo



Raceway Park Bomber winner Mike Stoer
Martin DeFries photo

THE MIDWEST RACING CONNECTION

Photo Gallery



Rockford Late Model winner Ryan Carlson
Jimmy Ambruoso photo



UMSS Winner at St. Croix Valley Raceway - Scotty Thiel
Stan Meissner photo



Six for six dash action at Lacrosse Speedway
Bruce Nuttleman photo



Elko Big 8 winner Nick Beaver
Martin DeFries photo



Elko Legend winner Michael Ostdiek
Martin DeFries photo



Eric Schultz captured the Hornet championship at Cedar Lake Speedway
Vince Peterson photo

Eilen continued from page 9

and try and win every race and stay out of trouble. A top-5 finish is better than a 25th place finish.

Any racing plans the remainder of this year after the ASA Midwest Tour season is complete?

If we have a good run at Lacrosse, we might run another race or two. The way the year has gone, we've been good at the majority of the tracks we've gone to. It would be kind of nice to go to some of these year end races and not have to worry about points. I've always wanted to go down to the Snowball Derby. We may end up running that race and maybe a couple others over the winter.



Doug Hornickel photos

The Inside Dirt from page 7

included IMCA titles in 1964, 1965, 1966 and 1968. He was runner-up in 1967 and 1970. Richert won the 1962 Knoxville Nationals as well as many other big races. More information about the career of Jerry Richert Sr. will be on display at the Cedar Lake Speedway on September 8.

The Richert family, with the support of the Cedar Lake Speedway, the IRA, Knoxville Raceway as well as a host of businesses and individuals has made this event the premier race on the IRA schedule. This year's version includes an

continued on page 22

Anna Kouba hot laps at the Saint Croix Valley Raceway on August 24, 2012. The following night the Unniversity of Wisconsin Green Bay soccer star would record her first Sprint Car race win at the Rice Lake Speedway. Anna held off Jerry Richert Jr. and Chris Graf in the second UMSS Challenge Race of the evening.



Stan Meissner photo

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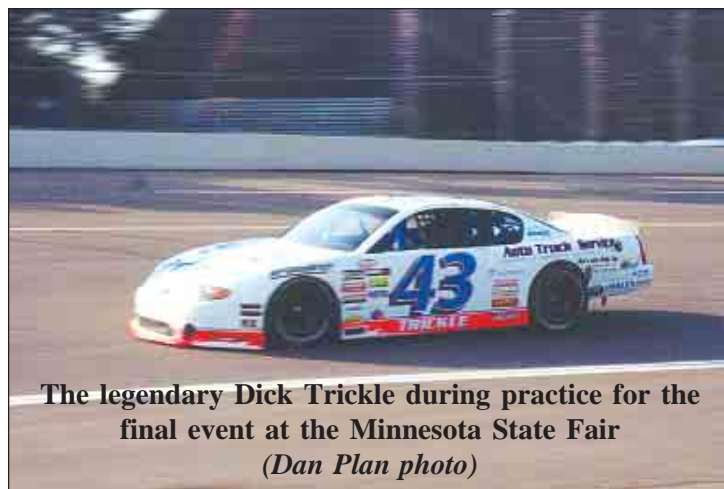
Dean & Jason Talkin' Racin'

Dean Reller

It's hard to believe, but it's been 10 years since the last race was held at the Minnesota State Fair. Looking back to Monday September 2, 2002, the one thing that nobody really knew was that the race would be the last one on the historic half-mile race track. Like many people, I was one of many who looked forward to watching the stars of the ASA Racing Series in their annual visit to Minnesota.

Unique to the Fair was the one day format with an afternoon race. Practice time was minimal and the first 20 positions were determined by points with the remainder of the 33 car field determined by qualifying. All time money winner at the Minnesota State Fair Speedway and most popular driver Dick Trickle started 21st and although he wasn't in contention for the win, anytime Dick Trickle raced there, the fans would go crazy and once again they made the most noise as he was introduced prior to the race. Point's leader Joey Clanton led early on, but the race turned into a battle between Kevin Cywinski and Gary St. Amant. The two traded the lead a few times before St. Amant finally took the lead with 109 laps remaining as he captured his only Minnesota State Fair win and got the chance to ring the Victory Bell following the race. This would be final time for bell as a couple of months following the race the Fair Board announced exciting new plans to remodel the grandstand. Unfortunately, the plan to make the grandstand better meant the end of the race track, much to the disappointment of the fans. No final race celebration, nothing special noted, a quick and sudden end.

The ASA Racing Series and its national tour disappeared a few years following this race, with rebirth in the form of the ASA Midwest Tour. A surprising fact is more than one-third of the field of the final ASA Minnesota State Fair race has raced or has some affiliation with the ASA Midwest Tour. Runner up Kevin Cywinski would make a few Midwest Tour starts. Third finishing Dan Fredrickson would later win the ASA Midwest Tour Championship. A



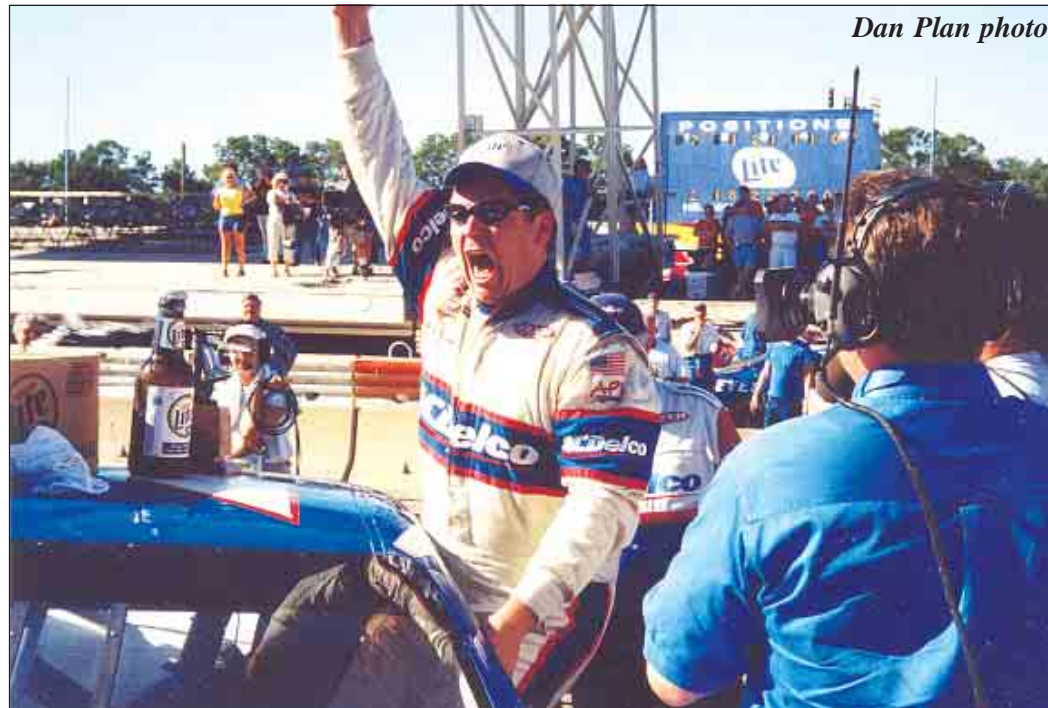
The legendary Dick Trickle during practice for the final event at the Minnesota State Fair
(Dan Plan photo)

feat also accomplished by the last place finisher Steve Carlson, who broke after only 25 laps. Other ASA Midwest Tour connections were the 4th and 5th place finishers David Stremme and Kyle Busch along with Donny Reuvers, Paul Paine, Pat Kelly, Chris Wimmer, Johnny Sauter, Joey Miller, Doug Mahlik, Chad Wood and ASA Midwest Tour President Tim Olson.

I have a personal connection to the final race as well. At the time, I worked for I-94 Raceway, which was an ASA Member Track. This allowed me the opportunity to meet some of the ASA Officials and I kindly volunteered my services for the race. I wasn't certain that I would get a chance to do anything, and then it happened, they needed someone for a very unique job. The setup at the Minnesota State Fair Speedway was unique from most race tracks. Race control was located inside the track on a scaffold that also held the announcers. My job was to be up there and control the track lights, because unlike most race tracks, the controls were not on the flag stand, they were in the infield. My job was relatively easy, watch the flagman, the late great, Tom Powell. When he waved the flag, I turned on the light. This was fun, but kind of nerve racking, because I kept thinking if I was too quick with the light, I could really mess up a restart.

Fortunately that didn't happen, but they did have a few more switches than just on and off, remember this track has been around for years and had some very low tech equipment. In fact it took two people to operate the scoreboard, that not only showed the leaders and the laps, but also the running time of the race, something you definitely don't see these days. After Gary St. Amant and everyone else took the checkered flag I remember turning on the red lights to

Looking Back 10 Years The Last Race at the Minnesota State Fair



Dan Plan photo

signal to the drivers that the race was over. Little did I know that I was the one who would do it for the final time in the history of the Minnesota State Fair Speedway.



Donny Reuvers (top) and Kyle Busch (below) were part of the field for the final race at the State Fair
(Dan Plan photos)



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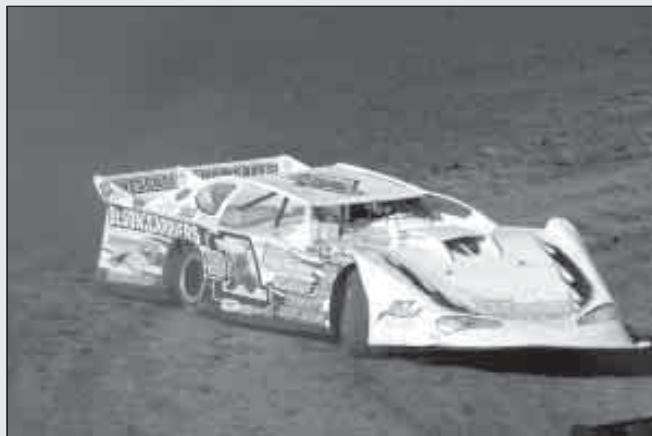
Cedar Lake Championships to Larson, Davis, Olson and Schultz

*File photos from
Stan Meissner and Vince Peterson*

Cedar Lake Speedway recently wrapped up the regular weekly program for the 2012 racing season. Brent Larson, took top honors in both the Late Model and Modified divisions. This is the first time since 1987, the same

person has won the title in the top two divisions at Cedar Lake. The last person to accomplish this feat was Rick Eggersdorf in the Geller 17 for a Late Model ride and the 21 Olson Brothers Liquor Modified ride.

Corey Davis picked up the Pro Stock title, with Flynn Ryan Olson topping the Midwest Modified point standings. Eric Schultz captured the point title for the newly added Hornet division.



Going In Circles from page 8

In the hobby stocks, Dave Trute has absolutely dominated, to the tune that he was able to take a week off and race his late model. Wayne Buchs closed the gap to around 200 points, but, again, not enough.

In the Bandits, Seth Reamers' two weeks of bad luck and blown motors put him behind, just as Jamie Kohn had had one week of bad luck prior. Kohn holds a 112 point lead going into the final night, and while not impossible, really all that Kohn has to do is qualify decent, while Reamer would have to sweep.

The drama will be in the backup division, where Andy Ward holds a very slim lead over Matt Wachuta and George Wachuta, who is just slightly behind in third.

Anything can, and probably will happen on the final night here!

At Jefferson, the late model title is still very much up for grabs as of this writing. Casey Johnson and Jason Erickson are neck and neck. Both have been through this drill before, with Johnson winning the title in 2010, while Erickson is a veteran of this, winning titles in 2005, 2008, 2009, and 2011. The sportsman division is being controlled by Jim Tate Jr., who holds a pretty decent lead over Jason Thoma.

The International title chase could come down to the wire, as Mike Lambert leads by about 100 points over Kyle Stark. Lambert is chasing his first title, while Stark won it in 2011. James Helmer leads the hobby stock standings over Bobby

Selsing Jr., in another battle that could come down to the last night.

Rob Lange holds a pretty commanding lead over Bill Reynolds in the six cylinder Road Warriors.

In the Bandit division, Phillip Wuesthoff holds a nearly 200 point lead over Keith Erickson. Wuesthoff has been close before, and has had to finish second. It looks like he wants to leave no doubt as to the outcome this year. Veteran Jerry Eckhardt has been having a good year in 2012, as he has won two features at Jefferson Speedway and one at Columbus 151. He also races weekly at Slinger. He has been racing since the mid-1960's, or longer than many of his fellow racers have been alive!

Racing Observations from page 6

events with Dick Trickle setting the fastest time at 20:78. Trickle then took his 1969 Ford Torino to the 200 lap Feature victory grabbing the lead on lap 175 and holding on the rest of the way. Following Trickle were Marv Marzofka, Don Leach, Tom Reffner, Allan Ward, John Brevik, Dick Grave, Dick Schultz, Larry Behrens and Dan Prziborowski. Consolation race winner was Kenny Mann. And of course you don't want to miss Oktoberfest 2012 style as the big season ending event is set for October 4-7th, 2012 at La Crosse Fairgrounds Speedway, West Salem,

WI. Tons of race cars in numerous divisions, thousands of fans at campfires everywhere, plus all the stories and fun that goes with it is in a nutshell, Oktoberfest Racing weekend. This year marks the 43rd running of the storied and nationally known racing extravaganza... The Champions Reunion will again be a part of the Oktoberfest festivities held Sunday October 7th from 11 am-2pm in the Hospitality Chalet at the East end of the main grandstand. This event provides a great opportunity for fans and drivers to get together and reminisce about the good old days of racing. A must see for sure! And this year as an

added bonus to the event is the appearance by the Bob Kosiski replica Ford Thunderbird race car. Bob Raced and won at the Fairgrounds back in the 1950s and '60s when it was a ½ mile dirt track. It is hoped Bob himself can attend but it is certain his son Steve a very successful racer in his own right will...

News, notes and comments welcome to Dale P. Danielski at Starmaker Multimedia 967 10th Ave N Ste A, Onalaska, WI 54650, at 608-783-5827 or at dale@starmakermultimedia.com www.starmakermultimedia.com

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Walen, Goede split Elko Twins

By Jim Burns

Martin DeFries photos

With the “competition window” starting to close for NASCAR Whelen All American Series competitors, 21 drivers battled high and low at Elko Speedway in Twin 30 lap features with Chad Walen and Matt Goede earning the wins.

In the opening 30 lapper, Walen started on the outside of the front row and quickly motored to the lead, extending it to a five car length advantage just three laps in. With Walen controlling the action, pole sitter Joel Theisen came to life reeling in Walen with a strong five lap run to pull to the leaders bumper, with Matt Goede, Donny Reuvers and Adam Royle in a tight battle for third through fifth. As the action remained caution free, Theisen was able to work to the inside of Walen several times and the pair made slight contact several times as the action reached the 20 lap mark. With the holiday crowd cheering wildly, things came to a head as the leaders received the white flag and raced side by side through turn three before Theisen lost the handle on his ride exiting turn four, sending Walen to the checkers with Goede, Reuvers, Royle and Derek Lemke earning top fives.

In the second headliner, Walen again darted to the lead with Goede and Reuvers quickly in pursuit, driving around Jason Schneider on lap three with Royle following suit by lap five. With Walen hoping for a “clean sweep” to keep his fading title hopes alive, it was Goede who felt even more pressure as he needed the win to close on Reuvers who began the night with a 13 point advantage in the championship battle. Goede used the pressure as motivation, pulling even with Walen by lap nine and taking the lead at the 10 lap mark, he appeared to be on his way, but Walen would retake the lead on lap 13 before Goede retook control at lap 16. With Goede now pacing the action, Reuvers slid under Walen on lap 18 and Royle followed suit on lap 20, but neither could mount a charge as Goede rolled to the checkers, with Reuvers, Royle, Walen and Schneider earning top fives and Derek Lemke backing up his first career Super Late Model top five with a sixth place finish to earn the MONSTER Energy Performance of the Week.

In the Big 8's, Nick Beaver took the early lead from Michael Beamish as the tandem exited turn two on the opening lap and it was a sign of things to come as Beaver quickly pulled away to a seven car length advantage as Lawrence Berthiaume and Travis Stanley were battling with Beamish for position. With Berthiaume and Stanley able to move into the top three at lap four, Jon Lemke continued

Beamish's slide on lap six moving to fourth. While Berthiaume, Stanley and Lemke were in a fight for second through fourth, Joe Neisius reeled in Beamish to join the top five on lap 12. With all of the battles taking place, it was Beaver keeping a smooth, confident pace in the caution free 25 lapper rolling to his second win of 2012, with Stanley and Lemke charging by Berthiaume for second and third, with Neisius fifth.

The Thunder Cars had some story lines that would factor into the action as point leader Steve Anderson moved from the RPM Engineering #17 to a ride with Raising Kane Racing, with Doug Brown returning to the RPM mount. As the green flew over the 17 car grid, Devin Schmidt and James Lindgren battled side by side for the opening five laps for the point before Schmidt took the lead, with Kyle Kirberger, Dillon Sellner, Michael Gilomen, Ted Reuvers and Brown in pursuit. As Schmidt held the point, Kirberger and Brown became the two cars on the move as the tandem raced to second and third by lap 13. Once in third, Brown closed on Kirberger and ducked under him on lap 18 for second and then pulled even with Schmidt on lap 21 before taking the lead one lap later. Over the final three laps, Brown motored to the apparent win, with Kirberger edging Schmidt, with Gilomen and Dustin Mann in the top five. In post race tech, Brown was disqualified for illegal rear end parts sending Kirberger to victory lane.

The Great North Legends again showed great numbers with 18 racers taking the green in the 20 lap main with Michael Ostdiek showing early power to race under Dylan Warner for the lead, with James Wenzel and Trevor Bradley in pursuit of the leaders. As Ostdiek extended his lead over Warner and Wenzel to three car lengths, Derek Lemke charged around Bradley for fourth on lap three before a solo spin by Trevor Bradley brought out the caution on lap seven. On the restart, Ostdiek held off a challenge from Warner to take the lead, while Lemke slipped under Wenzel for third and closed to Warner's bumper before the caution flew for a second time on lap 13 as Travis Warling lost the handle in turn four. On the final restart, Ostdiek protected his line and motored to the lead and despite a determined run by Lemke, earned the win, with Benny Van Cleve closing quickly to edge Warner for third with Wenzel fifth.

Topping off the action were the Power Stocks and Josiah King powered out to the early lead, with Paul



Hamilton, Tom Doten and John Lebens in pursuit. Hamilton made the biggest move, closing on King on lap three before powering by on the outside for the lead on lap four with Lebens trying to squeeze by Doten. With Hamilton showing the way, King's night ended on lap eight as he blew his motor to bring out the caution. On the restart, Hamilton again took the lead and felt quick pressure from Doten, who was able to duck under Hamilton on lap 18 to take the lead enroute to the win, with Hamilton, Lebens, Adam Oxborough and Todd Tacheney earning top fives. Hamilton was disqualified after the action for failing the weight rule, moving Shawn Evans to fifth.



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An Even Dozen for Walen at Raceway Park

Martin DeFries photos

Chad Walen captured feature win number 12 at Raceway Park on Labor Day weekend. Walen started from the pole position, with Joe Prusak on the outside front row. Walen took command of the race with Prusak dropping back to fourth, after Bryan "Big Dog" Roach and "The Bloomington Bandit" Mark Lamoreaux made there way into the top three. The top three would remain the same during the event that went green-to-checkered flag. Roach and Lamoreaux were able to close in a Walen as the approached lapped traffic near the end of the 30-lap main event, but Walen was able to hold on for the win. Preliminary Late Model action saw heat races wins go to Mike Hansen and Rick "Rowdy" Burns.

The drivers from the local Bandolero and Legends divisions were on hand for the night, with Grant Brown getting a clean sweep in the Bando's and Tyler Sjoman sweeping the Legend division.

Hobby Stock action saw Tina Davis take the early lead from the pole position, with Robby Carter Jr. challenging from the outside front row. Jeremy Wolff worked his way from the rear of the field to the front, and passed Davis with five laps to go. Wolff would cruise to the win, with Dusty Mann in second and Josh Heath making a strong run in the closing laps to capture third place over Davis.

The American Short Tracker division saw Rich Springborn and Matt Schaar pacing the field for the start. Schaar was able to get the advantage on the outside to take the lead. Kevin Beamish would also work his way around Springborn and set his sites on Schaar. Schaar would have to fend off several challenges from Beamish to pick up his first feature win of the 2012 season. Short Tracker heat races were won by Charlie Pehrson and Jason Schelitzche.

The Bomber drivers started their main event with "Captain Ducky", Kenny Schug and Greg Michaud on the front row. Michaud and Schug would exchange the lead several times

during the first half of the main event. Michaud eventually made the outside groove work and pulled away for the win over Monte Knoll and John Varner. Bomber heat race wins went to Justin Kochevar and Mike Stoer.

The Wild and Crazy Figure-8's at Raceway Park kept the fans on the edge of their seats during their two main events for the evening. The opening 15-lap event saw Matt Dickey and Steve Dehler on the front row. After a few laps of side-by-side racing, Dickey was able to take the lead. As Dickey lead the field, Todd Tachney made his way past Dehler and started to reel in Dickey. Tachney would take the lead with four laps to go. A late race caution for a broken axle on Todd Wilson's car setup a Green-White-Checker finish. Tachney was able to hold on for the win over Matt Dickey and Ricky Martin.

The second Figure-8 main event had Danny Johnson and John Lebens starting on the front row. Lebens would take the lead on the start over Johnson and Dennis "The Menace" Barta. The second Figure-8 main event would see lap after lap of action in the crossroads of doom. Point

leader Ricky Martin would make a charge to the front near the end of the event, passing "Big Kidz" racer Mark Bronstad and Johnson. Lebens would hold on for win over Martin and Johnson to finish the evening's action at Raceway Park.



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Pfaff takes the points lead into Oktoberfest Race Weekend

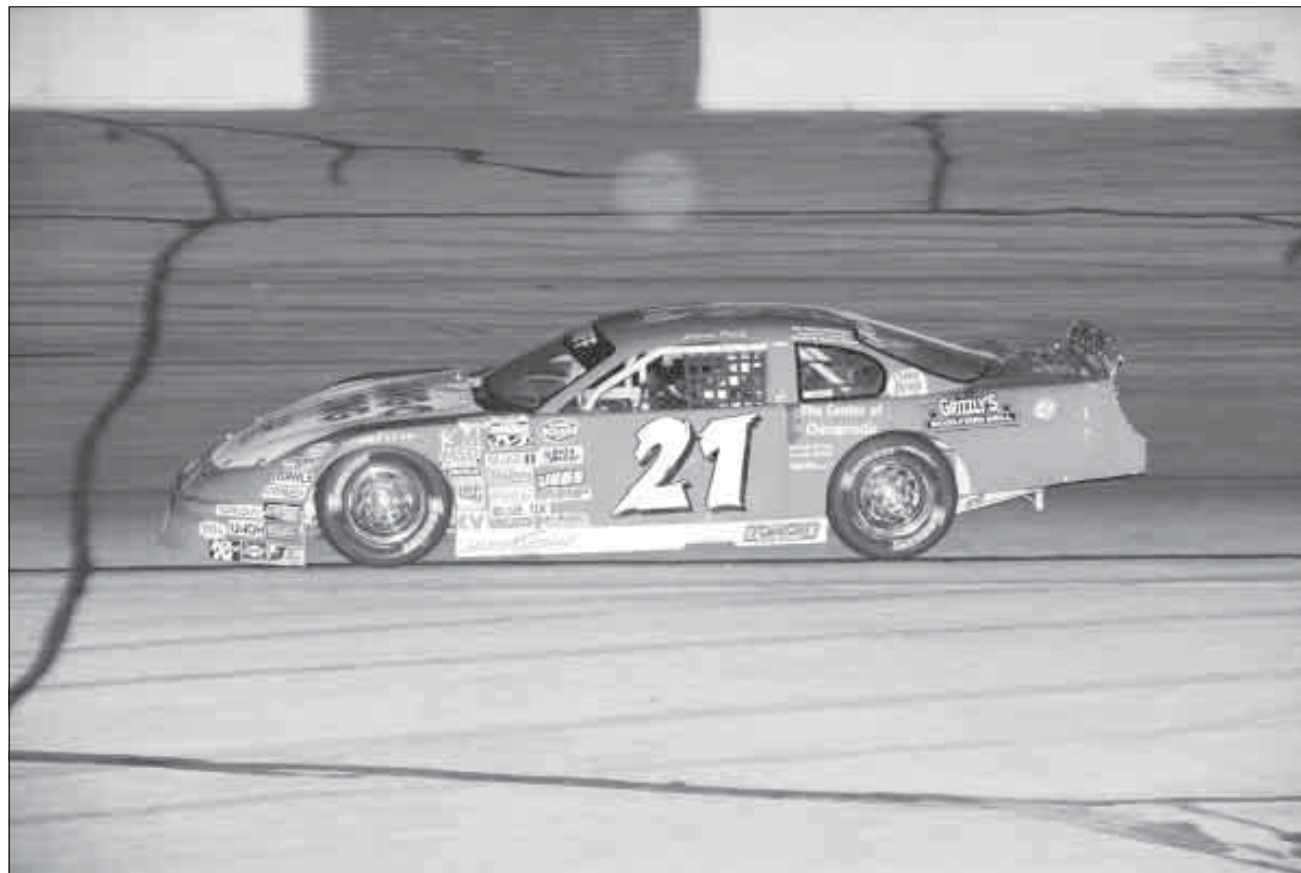
*By Ashley Iwanski and Dave Noelke
Bruce Nuttleman photos*

Saturday was a night to remember at La Crosse Fairgrounds Speedway. On the last night of regular-season racing Shawn Pfaff won the first Volden Construction Late Model Showdown Match Race and walked away with the Kwik Trip NASCAR Late Model points lead.

J. Herbst won the Late Model feature after taking the lead away from Kevin Nuttleman early in the race. At the halfway point Herbst was in the lead followed by Brad Powell, Pfaff and Matthew Henderson. As the front pack exited Turn 4 Powell got loose and slid up toward the wall on the outside. Like a domino effect, Henderson also spun and shot like a rocket toward the infield wall. Amazingly both drivers avoided slamming into the wall and after the caution restarted in the back of the pack. On the restart Herbst held the lead and, because the next five drivers picked the inside lane when the cone came out, Cole Howland restarted in the second spot. Howland didn't stay there long though. He fell back, making room for Pfaff, Steve Carlson and Brent Kirchner to take over second through fourth. With four laps to go there was a three-way battle for second.

Pfaff, Carlson and Kirchner were nose-to-tail and door handle to door handle. Pfaff was able to take second when Kirchner got a run on Carlson and captured the third spot. Carlson finished fourth and Todd Korish fifth. Korish entered the night with a 10-point lead over Pfaff in the points standings. But, after qualifying ninth to Pfaff's fourth and finishing behind Pfaff in the feature, Korish now sits two points behind Pfaff heading into Oktoberfest Race Weekend.

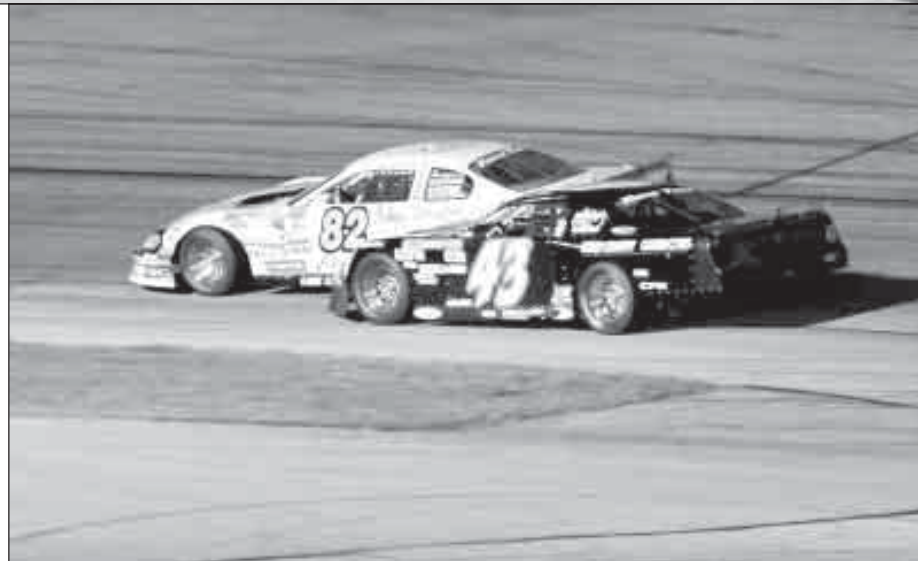
Pfaff went head-to-head with Howland in the Match Race final, and won two 3-lap shootouts to win the inaugural event. Pfaff easily overpowered Mike Carlson in the first round to advance, then raced Matthew Henderson side-by-side for three laps to win the semifinal race. Henderson never fell back while racing the points leader and as the two came out of Turn 4 on the last lap Henderson got slightly sideways and Pfaff sped off into the final. Howland won the first round when Korish pulled off the track after the green flag waved due to car trouble. Howland then faced Herbst in the semifinals for the most exciting match race of the night.



Howland and Herbst were in sync all three laps, neither willing to back out in the corners. The two crossed the finish line side-by-side, but Howland edged out Herbst by a nose.

Fans saw what many would say was the best North Country Contractors Grand National Sportsmen feature of the season, if not ever. In what looked like a lead draft at Talladega or Daytona, the Sportsmen drivers fought door handle to door handle all race long.

The race took the green flag with Troy Rave and Jack Litsheim on the front row. It was a seesaw battle for the lead as they took turns to be the first car across the line lap after lap. Litsheim got extremely loose about halfway,



almost hitting the wall in turn four, and appeared to be slipping to third, but charged back around on the high side as Aaron Hass tried to follow Rave into second.

As Litsheim was fighting to get the lead back, Tony Leis was quietly coming to the front. When the checkered flag dropped, fans rose to their feet for a photo finish, watching the rookie Litsheim edging out Leis and

Rave for his first career Sportsmen feature win. Hass ended up fourth and Steve Bachman was fifth.

Mark Challet held off David Cavin for the United Auto Supply Thunderstox feature win. Cavin held the lead for half the race before Challet caught up to him. Challet dove to the inside to grab the lead and capture the checkered flag.



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Labor Day Summer Thunder at Raceway Park

Round 3 of the Summer Thunder Series took place at Raceway Park in Shakopee on Labor Day. Preliminary action saw Brent “The Freight Train” Kane set fast time for the field. Heat race action saw Dustin Mann capture the first heat, with Mark Hawes winning the second heat race. The 75-lap main event started with Mike Giloman and Luke Schmidt pacing the field at the start. Giloman would take the lead on the start, and maintain command until the break at lap twenty five. Following the break, Giloman once again had the pole position with Jeremy Wolff starting alongside, after working his way to the front prior to the break.

With the 14-car invert, Kane, Conrad Jorgensen and Wolff would start near the rear of the field and all work their way to the front. Wolff was unable to take advantage of the front row start, and dropped back in the pack. Conrad Jorgensen would work his way into second place on lap 35, and take the lead from Giloman on lap 42. Kane would move into second place on lap 45, and make the charge to the front. Kane and Jorgensen waged an epic side-by-side battle for the lead, with Kane eventually taking the top spot with 22 to go. Kane would go unchallenged to take

the win over Jorgenson. Wolff would recover as the laps went on to finish third.

The Thunder V-8’s saw Jason Michaud pick up the win after post race technical inspection disqualified the first place car of Todd Tachney. Thunder V-8 heat races went to Terry Mann and Tachney.

The Mini Stocks started a field of 28 for their main event,. Three and four-wide action was the norm throughout their feature run. Tachney made up for the DQ in the Thunder V-8’s, taking the win over Justin Schelitzche and Jay Heitz. Mini Stock heat race wins went to Michael Wachs Jr, Schelitzche and Heitz.



The field gets ready to roll for the 75-lap main event (top photo), Raceway track announcer Kevin Busse interviews Brent Kane following his win in round 3 of the Summer Thunder Series (left photo), the top-three of Jeremy Wolff, Conrad Jorgensen and Brent Kane.
(Dan Plan photos)

First win for Jacob Gille at Rockford

Jimmy Ambruoso photos

Jacob Gille, # 50 of Machesney Park, IL, makes his move the take the lead away from # 44 Mitch Garfield, Gilberts, IL. (left photos), Johnny Robinson, II # 99 Beloit, Wis, held off a late charge to the finish from Brett McCoy, # 29 and # 5 Doug Bennett in Bargain Hunters Sportsman feature (right photos), Jeff Allendorf # 32 Belvidere, IL is all smiles in victory circle after posting his 20-lap feature win for the Rocks Star Energy Drink RoadRunners (bottom photo). Other main event winners were Kyle Lapier (Short Trackers) and Adam Cartwright in the Figure-8's.



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THURSDAY - COMPLETE PROGRAM OF MIDWEST MODIFIEDS, STREET STOCKS, & HORNETS (PRE-QUALIFIER NIGHT #1)

FRIDAY - COMPLETE PROGRAM OF LATE MODELS, MODIFIEDS, & PRO STOCKS (PRE-QUALIFIER NIGHT #2)

SATURDAY - B-MAIN & A-MAIN FEATURES OF ALL SIX DIVISIONS!

LATE MODELS, MODIFIEDS, PRO STOCKS, MIDWEST MODIFIEDS, STREET STOCKS, & HORNETS!

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Adults \$15
Students (6-16) \$7
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FRIDAY TICKETS
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SATURDAY, SEPT. 22ND

RACE STARTS AT 5:30PM
TICKETS: ADULTS \$12
STUDENTS (6-16) \$8
5 & UNDER FREE
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The Inside Dirt from page 14

autograph session, \$5,000 in bonus money, \$1,000 in product donations from XXX Race Products and a free BBQ in the pits hosted by the Richert family and friends. Drivers competing in this event include former World of Outlaws stars, past IRA champions and some of the top drivers from the Knoxville Raceway. In addition to the IRA Outlaw Sprints the UMSS winged Sprints will be on the card as well making this the only all Sprint Car show in the upper Midwest. The vintage cars of the Northern Vintage Stock Car Association will be joining the IRA and UMSS giving fans an opportunity to experience the history of dirt track racing. I urge everyone that is able to do so to attend this event. You won't regret it.

One more note before we wrap up this column. How about Craig Dollansky? Craig is currently leading the World of Outlaws series points going into the final stretch of the season. It's a close points battle but there is a good chance that Craig could be bringing a WoO championship trophy back to Minnesota this fall. Go Craig!!!

Well, that's going to wrap up the final print issue of the Midwest Racing Connection and my fourteenth season as a contributor. At this time I am uncertain about my plans for next season but I'm going to do my best to get back out there. I've got some camera equipment that needs upgrading and several other challenges that I have to work through before I can make any commitments. My sixty first birthday is coming up later this month and I have learned that the comparison they make between old dogs and puppies is true. Pups jump around and want all the attention while us old dogs are content to lay back and let things happen. I'm an old dog now so it takes a little more to get me excited but I still like to chase cars once in a while.

I'll see you at the races.

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Friday, October 5, 2012:

UMSS Winged Sprint Cars	\$1000 to Win*	\$200 to start*
Elko Mods (B Mod, Midwest Mod, Econo Mod, Etc.)	\$500 to Win*	\$40 to start*
IMCA Style Stock Cars	\$250 to Win*	\$40 To start*
Hornets	\$100 to Win*	\$30 To start*
Legends Nationals	Qualifying Events	

Free Party With Live Entertainment On Friday Night!

Saturday, October 6, 2012:

UMSS Winged Sprint Cars	\$2000 to Win *	\$200 to start*
Elko Mods (B Mod, Midwest Mod, Econo Mod, Etc.)	\$1000 to Win*	\$50 to start*
IMCA Style Stock Cars	\$750 to Win*	\$50 To start*
Hornets	\$250 to Win*	\$30 To start*
Legends Nationals	Division Champions Crowned	



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049-ALL10105.....18" Steel Fan\$39.99



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1" diameter tube with a shallow 1" socket welded to one end and rotating piece of plastic pipe attached to the other. The 10" handles are angled with rubber grips and the overall length is 23".

049-ALL10108.....Angle Handle.....\$38.99

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Makes quick work of breaking down even the most stubborn tire beads. Durable steel construction with rubber hand grips. For use with 15 in wheels.

049-ALL10105.....Bead Breaker.....\$43.99
049-ALL10106.....with Wide Jaw.....\$46.99

TIRE SPOONS

Separates the tire from the rim after breaking the bead.

049-ALL10103.....Straight, 24".....\$29.99
049-ALL10104.....Curved, 16.5".....\$32.99

HEATED TIRE GROOVER

Insert a blade into the groover, set blade height with a tire depth gauge and set the power level. Place the cutting edge against the tire surface and apply pressure to activate rocker switch, creating instant heat. Includes 1/32", 1/16", 1/8" and 1/4" flat blades.

049-ALL10270.....Tire Groover.....\$389.99

GAS PEDALS

Made from steel tubing with a black powder coat finish. Five 1/4" holes allow for linkage adjustment. Designed to allow the driver to pull the pedal back up if the throttle sticks.

555-157405.....Firewall Mount.....\$24.99
555-157406.....Side Mount.....\$19.99

FLOOR MOUNT PEDALS

Made of lightweight cast aluminum with a black finish. 5:1 ratio and accepts standard master cylinder bolt spacing.

505-52692.....Brake Pedal.....\$79.99
505-52992.....Clutch Pedal.....\$40.99

STAGGER GAUGE

Measures tire diameter and automatically converts it to circumference. Provides accurate, consistent stagger measurements every time. Measures in 1/4" increments.

049-ALL10116.....65" to 115".....\$53.99

ELECTRIC RIGHT FRONT BRAKE SHUT-OFF KIT

Allows driver to disable the right front brake at the flip of a switch. Kit includes the electronic solenoid valve, brake line fittings, fuse, instruction sheet and moisture resistant toggle switch with protective boot.

555-63004.....Brake Shut-Off Kit.....\$69.99

MANUAL RIGHT FRONT BRAKE SHUT-OFF VALVE

Includes precision machined brass 2000 PSI valve, 3/8"-24 inverted flare female brake line fitting adapters and instruction sheet.

555-631600.....Shut-Off Valve.....\$43.99

MODIFIED HEADERS

SB-Chevy Mid-Length Primary Style
Headers fit Dirt Works, GRT, Hoffman, Jet, Larry Shaw & BMS chassis. A great compromise of low end torque and high RPM horsepower.

649-1106.....1-3/4" Primary Tube, 3-1/2" Collector Dia.....\$209.99

SB-Chevy Long Tube Primary Style
Headers fit BMS, Dirt Works, Hot, Hoffman, Jet, KMOD, Pierce, Pro, Quick, Sardeson, Smiley's & Victory chassis. Provides more torque & horsepower with longer primary tubes.

649-1186.....1-3/4" Primary, 3-1/2" Collector Dia & 8" Length.....\$209.99

STREET STOCK HEADERS

SB-Chevy GM G-Body Headers
Clears side & rear engine mounts. Fit straight or angle plug, standard exhaust port heads. Must use short oil filter.

649-185.....1-3/8" Primary, 3" Collector Dia and 8" Length.....\$179.99

649-186.....1-3/4" Primary, 3-1/2" Collector Dia and 8" Length.....\$179.99

G-BODY TRAILING ARM BUSHING

The softer rubber insert in this bushing allows more suspension travel for improved handling, traction, and hook-up. Use with stock OEM trailing arms. Meets most track rules that require a "rubber only". Fits GM metric mid-size G-Body vehicles. Upkg.

555-60561.....Trailing Arm Bushing.....\$38.99

STEEL TUBING ENDS

For building custom length suspension tubes.

049-ALL22504.....3/4"-24 RH, 1/2"x.058".....\$5.99

049-ALL22508.....3/4"-24 RH, 1/2"x.058".....\$5.99

049-ALL22509.....3/4"-24 LH, 1/2"x.058".....\$5.99

049-ALL22512.....3/4"-24 RH, 3/4"x.058".....\$6.99

049-ALL22513.....3/4"-24 LH, 3/4"x.058".....\$6.99

049-ALL22518.....1/2"-20 RH, 1/2"x.058".....\$6.99

049-ALL22519.....1/2"-20 LH, 1/2"x.058".....\$6.99

049-ALL22522.....1/2"-20 RH, 1"x.058".....\$9.99

049-ALL22523.....1/2"-20 LH, 1"x.058".....\$9.99

049-ALL22526.....1/2"-20 RH, 1"x.065".....\$9.99

049-ALL22527.....1/2"-20 LH, 1"x.065".....\$9.99

049-ALL22534.....3/4"-18 RH, 1"x.058".....\$9.99

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049-ALL22538.....3/4"-18 RH, 1"x.095".....\$9.99

049-ALL22539.....3/4"-18 LH, 1"x.095".....\$9.99

049-ALL22542.....3/4"-18 RH, 1-1/4"x.095".....\$13.99

049-ALL22543.....3/4"-18 LH, 1-1/4"x.095".....\$13.99

049-ALL22546.....3/4"-18 RH, 1-1/4"x.120".....\$13.99

049-ALL22547.....3/4"-18 LH, 1-1/4"x.120".....\$13.99

049-ALL22550.....3/4"-16 RH, 1-1/4"x.095".....\$13.99

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049-ALL22558.....3/4"-16 RH, 1-3/4"x.095".....\$14.99

049-ALL22559.....3/4"-16 LH, 1-3/4"x.095".....\$16.99

DIGITAL TIRE DEPTH GAUGE

Measures to 1/1000 of an inch. Features an inch/mm button, on/off button & a zero out button. Digital display.

514-56100.....Digital.....\$21.99

TIRE DUROMETER

New tires, from the same compound, can vary in hardness. A durometer will quickly & accurately check tire hardness. Large 2" face measures 0-100 in 1-point increments. Includes storage pouch & is ASTM certified.

555-81670.....Tire Durometer.....\$59.99

FUEL CELLS

Accepted by most sanctioning bodies where a steel outer container with an inner liner is required. Features a spot-welded steel can that is powder coated in red, knurled cap, flapper valve and an internal pickup tube that extracts fuel from the right rear corner of the cell. The inner liner is manufactured with seamless rotomolded and cross-linked polyethylene for strength and durability.

-OBAN Male Outlet and -OBAN Male Rollover Vent

555-15510.....8 gal, 19"Lx19"Wx8"H.....\$159.99

555-15511.....12 gal, 19"Lx19"Wx11"H.....\$169.99

555-15512.....16 gal, 19"Lx25"Wx11"H.....\$199.99

555-15513.....22 gal, 18"Lx26"Wx15"H.....\$249.99

-10AN Male Outlet, -OBAN Male Rollover Vent & -OBAN Male Return

555-15514.....22 Gallon Long, 26"L x 18"W x 15"H.....\$229.99

555-15515.....32 Gallon GRT, 26"L x 18"W x 18"H.....\$249.99

555-15516.....32 gal, 18"Lx26"Wx18"H.....\$249.99

555-15517.....32 Gallon Teardrop, 24.5"Lx24.5"Wx18"H.....\$249.99

SPORTS CELLS

Features molded seamless bladder, excellent resistance to race gas, ethanol & methanol. CORR, NASA, SCCA, SCORE, USAC, FIA FT3 approved. Powder coated steel container has T195 steel fill plate, ATL flap valve, twist cap & neck, (2) #6AN or #8AN outlets, (1) #6AN vent-check roll-over valve, fuel traps & filters, SF-103 foam baffling for slosh & explosion suppression. 5 year warranty.

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046-SP112.....12 Gallon, Red.....\$563.99

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046-SP115.....15 Gallon, Red.....\$585.99

34" x 17.5" x 9.5"

046-SP122C.....22 Gallon, Red.....\$685.99

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Steel tubes are formed using .095 wall DOM and are yellow zinc plated. Drawn 6061-T6 aluminum tubes provide more strength over extruded. Consistent wall thickness for better engagement & deep knurl.

Swaged Steel Tubing

921-36181.....11" x 7/8" OD, 3/4" Heim.....\$11.99

921-36182.....12" x 7/8" OD, 3/4" Heim.....\$11.99

921-36183.....13" x 7/8" OD, 3/4" Heim.....\$11.99

921-36184.....14" x 7/8" OD, 3/4" Heim.....\$11.99

921-36185.....15" x 7/8" OD, 3/4" Heim.....\$12.99

921-36186.....16" x 7/8" OD, 3/4" Heim.....\$12.99

921-36187.....17" x 7/8" OD, 3/4" Heim.....\$12.99

921-19512.....12" x 1" OD, 3/4" Heim.....\$11.99

921-19513.....13" x 1" OD, 3/4" Heim.....\$12.99

921-19513-1.....13.5" x 1" OD, 3/4" Heim.....\$12.99

921-19514.....14" x 1" OD, 3/4" Heim.....\$12.99

921-19515.....15" x 1" OD, 3/4" Heim.....\$12.99

921-19516.....16" x 1" OD, 3/4" Heim.....\$13.99

921-19517.....17" x 1" OD, 3/4" Heim.....\$13.99

921-19518.....18" x 1" OD, 3/4" Heim.....\$13.99

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921-36079.....9" x 7/8" OD, 3/4" Heim.....\$9.99

921-36080.....10" x 7/8" OD, 3/4" Heim.....\$9.99

921-36081.....11" x 7/8" OD, 3/4" Heim.....\$11.99

921-36082.....12" x 7/8" OD, 3/4" Heim.....\$11.99

921-36083.....13" x 7/8" OD, 3/4" Heim.....\$11.99

921-36084.....14" x 7/8" OD, 3/4" Heim.....\$11.99

921-36085.....15" x 7/8" OD, 3/4" Heim.....\$11.99

921-36086.....16" x 7/8" OD, 3/4" Heim.....\$11.99

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Shot peened, no slip surface is drilled to reduce weight.

514-13535-A.....Flat, Bare.....\$77.99

514-13535-B.....Flat, Black.....\$79.99

514-13515-A.....2-1/2" Dish, Bare.....\$72.99

514-13515-B.....2-1/2" Dish, Black.....\$79.99

Steering Wheel Pad

Protect your headface from the steering wheels during a hard crash.

514-13650.....Pad.....\$34.99

MUSTANG II SPINDLES

Stock height spindles are a direct replacement for OE. Includes official IMCA stamp of approval.

049-ALL56303.....Left.....\$114.99

049-ALL56304.....Right.....\$114.99

GM METRIC SPINDLES

Fit 1980-88 GM mid-size cars & 10/515 2WD trucks. New replacement OEM style spindles that are manufactured from ductile cast iron. Standard ride height.

555-64015.....Left/Right.....\$189.99

555-64016.....Left Only.....\$94.99

555-64017.....Right Only.....\$94.99

CAST IRON POWER STEERING PUMP

All new, not rebuilt. 13.5cc ultra high volume pumps are ideal for street stocks or open wheel modifieds using a steering quickener. Also used in off-road vehicles.

612-50010000.....PS Pump.....\$181.99

STEERING QUICKENERS

Basic Quickener
Meets the requirements of the job with no frills. The alloy steel gears and unique tooth design make it far stronger and more durable than any other small housing quickener on the market.

505-5224.....Basic, 2:1 Ratio.....\$94.99

505-5225.....Basic, 1.5:1 Ratio.....\$89.99

505-5221.....Coupler, 735"-36 Spl.....\$11.99

505-UA102.....U-Joint 3/4", 735"-36 Spl.....\$75.99

BALL JOINTS

High performance units designed for smooth suspension travel. Some ball joints are available with longer than stock pin length. Hardened pins with stock type housings. Not rebuildable. Legal for classes that require non-take apart ball joints. Off-road only.

Upper Screw-In

049-ALL56010.....Std (Moog K772).....\$45.99

049-ALL56011.....+1/2" (Moog K772).....\$45.99

049-ALL56012.....+1" (Moog K772).....\$45.99

Upper Bolt-In

049-ALL56014.....Std (Moog K6024).....\$45.99

049-ALL56015.....+3/8" (Moog K6136).....\$45.99

049-ALL56018.....Std (Moog K5208).....\$45.99

049-ALL56019.....+1/2" (Moog K5208).....\$45.99

Lower Screw-In

049-ALL56038.....Std (Moog K727).....\$45.99

049-ALL56031.....+1/2" (Moog K727).....\$45.99

049-ALL56034.....Standard GM/Chry.....\$45.99

049-ALL56035.....+1/2" GM/Chry.....\$45.99

Lower Bolt-In

049-ALL56038.....Std (Moog K6141).....\$45.99

049-ALL56042.....Std (Moog K5103).....\$45.99

049-ALL56046.....Std (Moog K6145).....\$45.99

049-ALL56047.....+1/2" (Moog K6145).....\$45.99

HYDRAULIC THROWOUT BEARINGS

For use with different types of clutches & transmissions. Includes shims and mounting hardware. Use with DOT 3 or equivalent (non-silicone) brake fluid.

Stock Style Clutch on Saginaw, T-10, Muncie, Jerico, and Others

Inner dia is 1.379". Compressed length 1.688", extended 2.375" for .688" of travel.

505-82870.....Stock Clutch, T-10.....\$149.99

505-82871.....Remote Bleed Kit.....\$55.99

505-82871.....O-Ring Service Kit.....\$11.99

Stock Style Clutch on T-5 Trans

Inner dia is 1.379". Compressed length 1.513", extended 2.048" for .536" of travel. Does not fit Ford with 1.441"OD bearing retainer.

505-82876.....Clutch, T-5.....\$159.99

MUSTANG II FRONT CALIPER BRACKETS

For use in racing applications & street rods. Fit 1974-80 Pinto or 1974-78 Mustang II and use GM Metric calipers & Granada style rotors/hubs. This combination converts the brake system to 11" rotors and 5 x 4.5" bolt pattern wheels. Note: Does not fit 1971-73 Pinto spindles.

555-630655.....Front Left.....ea.\$18.99

555-630656.....Front Right.....ea.\$18.99

BRAKE ROTORS

Street/Drag/IMCA-Style Replacement Brake Rotors
Vaned rotors provide superior strength & performance. GM models are 2.75 lbs lighter & 25% stronger than OE. Ford models save 2.5 lbs & are 10% extra long wheel studs & bearing races installed.

GM Metric 78-81 Monte Carlo/Malibu, 79-81 Cutlass/Regal

921-9850-6501.....5 x 4-1/2" Bolt Circle, 7/16" Wheel Studs.....\$69.99

921-9851-8500.....Wheel Bearing Kit, ea.\$19.99

921-9851-8501.....Dust Cap.....ea.\$8.99

Ford 1974-80 Pinto/Mustang-II

921-9850-6511.....5 x 4-1/2" Bolt Circle, 1/2" Wheel Studs.....\$69.99

921-9851-8510.....Wheel Bearing Kit, ea.\$19.99

921-9851-8502.....Dust Cap.....ea